



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING & DEVELOPMENT**

Application Number: 2409396

Applicant Name: Warren Pollock for Blakely Development Inc.

Address of Proposal: 945 Hiawatha Place South

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for the future construction of a four-story building containing 3,000 square feet of live-work units (three total) at ground level and 97 residential units on levels two through four. Accessory parking for 127 vehicles will be provided within two levels below grade. Existing structures to be removed under separate permits.

The following Master Use Permit components are required:

Design Review - Section 23.41, Seattle Municipal Code (SMC).

1. Open Space Landscaping requirement 30% of open space is required to be landscaped 23.47.024.B.6.
2. Landscaping for New Construction is 5% of the total lot area 23.47.016.B

SEPA-Threshold Determination (Chapter 25.05 SMC).

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

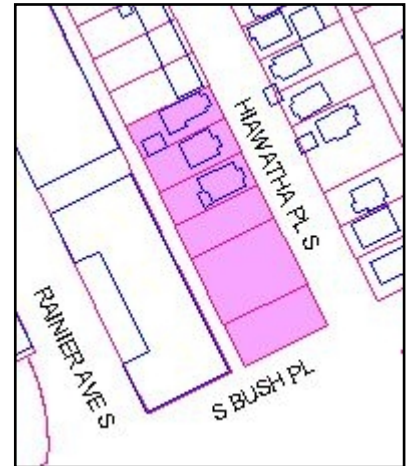
☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

**Early Notice DNS published June 16, 2005.

SITE BACKGROUND INFORMATION:

Site Development

Located near the intersection of Rainier Avenue South and South Dearborn Street, a commercial transition area, the subject site is positioned on the southeast quarter of the block with frontage along South Bush Place to the south, and Hiawatha Place South to the east, in the northern edge of the Rainier Valley (Jackson Place neighborhood). The development site combines six parcels of land to create a land area approximately 29,008 square feet located in a Neighborhood Commercial Three Residential zone with a forty foot height limit (NC3/R – 40). The development site is also located within the Central Residential Urban Village District.



The site is rectangular in shape (290 feet by 100 feet) with a north/south orientation that slopes moderately downwards from Hiawatha Place South to the alley. The site is currently developed with three residential structures and accessory equipment storage area supporting the use established directly across the alley. The Black Manufacturing Building, a designated Landmark Structure, and accessory parking garage structure are located across the alley. The existing alley surface is made of concrete and is 16 feet wide, which is four feet less than the zone required (20 Feet) width and a two foot dedication will be required.

Area Development

On the east side of Hiawatha Place South, residential zones dominate the area with a mix of multifamily and single family development. A narrow band (half block) of Multifamily Lowrise Duplex Triplex (LDT) zone buffers the less dense Single Family 5000 (SF 5000) zone to the east. To the north and south of the subject site a mix of Multifamily Lowrise One (L-1) and Two (L-2) zones supports a varied assortment of residential units. This area to the east slopes upwards to 23rd Avenue South with a moderate number of mature trees and shrubs to visually soften the neighborhood. To the west of the center line of Hiawatha Place South there is a narrow band of Neighborhood Commercial Three Residential with a height limit of 40 feet (NC3/R-40). Residential and commercial uses occupy the block front. Just west of this narrow band across the alley is a more intensive Industrial Commercial zone with a height limit of 65 feet (IC-65). Dominating this area are the transportation corridors which include Rainier Avenue South connecting the south end of Seattle to center Seattle, and Interstate 90 (I-90) serving communities on the eastside of Lake Washington to the City of Seattle. Goodwill Industries a long standing institution providing a number social services for the greater King County area is located north of the subject site on South Dearborn Street within this corridor.

Project Description:

The owner proposes to construct a four-story structure containing three live-work units and 97 market rate residential apartment units. The building will be terraced downward to take advantage of the sloping lot, from east to west, on three levels. The building will be oriented along the Hiawatha Place Southwest frontage and will extend approximately 280 feet in length.

One residential entry located at the building's center will provide primary access to 97 units. The three live-work units will each have its street presence oriented towards South Bush Place. The design of the front façade will take cues from the residential uses to the east of the development site. Bay windows and rooftop features will be designed to help scale the building in portion to adjacent residential uses to the east. The portion of the building abutting South Bush Place will take on a commercial presence with live-work units and increased glazing at street level. The three live-work units fronting South Bush will each have a separate entrance and mezzanine level to accommodate both commercial and residential use within the unit. A stair tower will be introduced on both the north and south facades to provide additional horizontal articulation.

Access to parking will be obtained through an improved alley that will require an additional two-foot dedication on the property owner's part. Due to the site's topography, underground parking will be partially exposed along the property's west side. Since the adjacent structure to the west is a Landmark Building, "Black Manufacturing Building" and is also owned by the subject property owner, the proposed design schemes along the west façade are designed to be sympathetic to the existing landmark building. The alley façade of the proposed building will employ an industrial warehouse design theme to complement the Black Building. The proposed building will feature a concrete based on the lower level with wood frame on the upper levels. The wood frame structure will be U-shaped above the parking levels, opening up towards the west. One central courtyard will be featured above the parking deck, with two additional residential rooftop decks on the mid-level roof at the north and south ends.

Public Comment:

| | |
|--------------------------------|----------------|
| Date of Notice of Application: | June 16, 2005 |
| Date End of Comment Period: | July 17, 2005* |
| # Letters | 5 |
| Issues: | |

The SEPA comment period for this proposal ended on July 17, 2005. The Department received five comment letters during the public comment period. One of the comment letters addressed concern over lack of information contained within the SEPA checklist and a need to re-notice application after the checklist has been revised with additional information. A number of the concerns identified in the letter have been addressed to the satisfaction of DPD and a re-noticing was not warranted. Negative impacts of increase traffic, height, bulk and scale, and parking were cited in other letters, which will be addressed later in this document under SEPA analysis. One respondent expressed concern with the inappropriateness of a structure of this scale would not contribute to fostering a cohesive socio-economic neighborhood environment but would be an impediment. They felt a smaller scaled structure(s) with designed social spaces would be more appropriate use to achieve a human scale near their corner in this Jackson Place neighborhood. Potential conflicts between bicyclist using the I-90 bike trail and vehicles accessing the development site was identified as a concern for a development that was deemed out scale for the neighborhood.

One letter was received during the early design guidance phase. The letter articulated questions surrounding whether due process was served with public notification. The assigned planner notified the respondent that due process was served with public notification. Additionally, community members also voiced their desire for maintaining and strengthening their neighborhood's vibrancy by attending the Design Review public meetings. A number of their concerns were aired during the design review phase; including modifying the proposed structures massing and detailing.

*The initial comment period ended on June 29, 2005, at the request from members of the public the comment period was extended an additional two weeks.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

On February 22, 2005, the Design Review Board of Area 4 met in an Early Design Guidance (EDG) meeting to consider the site and design objectives of the applicant. After visiting the site, considering the analysis of the site, design context provided by the proponents, and hearing public comment the Design Review Board members provided the following siting and design guidance, and identified by letter (A, B, and C, etc.) and number (1, 2, & 3) those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*" of highest priority to this project.

The guidelines below were all chosen by the board to be high priority. The Board wants to increase the building's presence through design. The proposed structure should be sympathetic to the surrounding residential uses and Black building, and designed to increase safety within the right-of-way.

A. Site Planning

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-5 Respect for Adjacent sites

Buildings should respect adjacent properties by being located on their site to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings

A-6 Transition between Residential and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-10 Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The design should maintain a strong connection to existing residential uses along the street frontages in the area. Greater care and attention should be directed towards façade treatments along Hiawatha Place South to bring the building into a proportional scale with existing residential structure in the area. Along the west (alley) frontage the architect should explore and graphically illustrate the proposed building's alley façade. This façade design should respect the adjacent Black Building. Additionally, attention should be directed towards providing quality open space through the use of materials and plants.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones.

The designer should provide further studies of how the design will create a good transition in height, bulk, and scale to the immediate area, especially with the residentially zoned lots to the north and east. The operating principle must be to provide a meaningful and sensitive design response to the immediate area through restraint in height, bulk, and scale in the design of the new structure. A structure that is monolithic should be avoided. The design should break down the appearance of bulk and scale on a building that is proposed to extend over 290 feet in length.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complements the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguishable from its façade walls.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C-5 *Structured Parking Entrances*

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Along the west façade, across the alley from the Black Building, the proposed windows should echo that of the Black Building. To establish a stronger communication along the streetscape, explore and graphically illustrate a visually accessible pedestrian path from Hiawatha Place South to the inner courtyard.

D. Pedestrian Environment

D-1 *Pedestrian Open Spaces and Entrances*

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-2 *Blank Walls*

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest

D-6 *Screening of Dumpsters, Utilities and Service Areas*

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located (cont.) away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 *Personal Safety and Security*

Project designed should consider opportunities for enhancing personal safety and security in the environment under review.

Attention should be directed towards creating a well defined vehicle entry point along the alley to encourage a sense of security. Garage entrances should be designed to provide quality detailing and good lighting. The Board was particularly concerned about potential conflicts between bicycle and pedestrian traffic with of the proposed location of vehicle access off South Bush Street. The design team should explore ways to minimize or eliminate vehicle, bicycle, and pedestrian conflict on the sidewalks.

E. Landscaping

E-2 *Landscaping to Enhance the Building and/or Site*

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Landscaping should enhance the prior guidelines, by creating attractive and inviting areas that urbanize and stimulate visual interest.

Summary: The guidance of the Board reflected their concern as to how the proposed project would be integrated into a neighborhood in transition.

Design Review Board Recommendations

On May 13, 2005, the applicant submitted the full Master Use Permit application, and on October 25, 2005 for the first recommendation meeting and on January 10, 2006, the Southeast Design Review Board (Area 4) convened for the final recommendation meeting. The applicant team presented elevation renderings, site plans that responded to design guidelines set forth by the Board during the previous meetings. The applicant requested two development departures from the City's Land Use Code:

- Open Space Landscape requirements
- Landscaping for New Construction

Public Comments

Approximately three (3) members of the community were in attendance during the January 10, 2006, Final Recommendation meeting. Only two members filled out and completed the sign-in sheet. The general consensus accepted the scale of the building but wanted finer detailing to make the proposal more sympathetic to the smaller surrounding residential structures and inviting.

Two *departures* from standards of the Land Use Code were requested by the applicant at the time of the meeting and summarized below:

| Development Standard | REQUIREMENT | REQUEST | JUSTIFICATION | BOARD RECOMMENDATION |
|-------------------------------------------------|----------------------------------------------------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Open Space landscape requirements 23.47.024.B.6 | 30% of open space is required to be landscaped = 3,972 sq. ft. | 2,156 sq. ft. (16.3%) | Wood frame could become compromised with meeting landscaping standards on the upper level roof decks, additional enhanced landscaping will be feature on the lower levels. | Willing to entertain request. |
| Landscaping for New Construction 23.47.016.B | 5% of the total lot area = 3,942 sq. ft. | 3,464 sq. ft. (4.4%) | Wood frame could become compromised with meeting landscaping standards on the upper level roof decks, additional enhanced landscaping will be feature on the lower levels. | Willing to entertain request. |

Board Discussion

After considering design plan, project context, hearing public comments, and reconsidering the previously stated priorities, the Board began their deliberations by providing a general assessment of the project proposal and its impact on the neighborhood. Ensuring a sympathetically designed building at the development site is a critical factor to successfully integrate the project into the existing neighborhood fabric. The design team was encouraged to

incorporate measures to minimize the building's visual impact upon the lower density residential (L-1) zone across Hiawatha Place. The Board noted that the proposed structure does not adequately interact with Hiawatha; additional focused design attention must create a more scaled residential presence along the Hiawatha frontage. The design team is encouraged to explore measures to increase glazing, pedestrian access entries, views into the courtyard, etc. The Board acknowledged that the project is well designed and conceived with regards to the south elevation and east rooftop features, but greater attention is needed to break apart the 280 foot long east façade.

The Board members like the window size and shape distribution on the stairwell. Greater residential connection is required to integrate the proposed 'monolithic' structure that will be adding 97 residential units and three live-work units to the neighborhood to the east. The east façade must be respectful to the residential uses. The Board members also felt that the building turned its back upon the courtyard for its tenants. They cited the lack of direct views for residential units as evidence. They would like to see an opening up of the courtyard to its internal users.

Visually, the development would be well served if they could introduce the courtyard presence to the Hiawatha frontage. More specific plans detailing upper level common open spaces are needed to comment on the quality and functionality of the rooftop decks. The Board would like to see careful attention directed towards creating more pronounced residential entries with equal time devoted to minimizing the building's mass. The Board was satisfied with the materials and colors to integrate the building into the neighborhood. The architect is encouraged to work with DPD and SDOT and the I-90 Bike/Trail group to work on the details for improvements in the South Bush Place and Hiawatha Place South ROW.

The four Board members present recommended that the design team come back to the Board with the refinements discussed during the meeting. The Board will entertain approvals of all the requested departures at a future recommendation meeting. On January 10, 2006, the final recommendation meeting was held to address design shortcomings identified in the previous meeting.

The Board accepted the applicant's proposal with recommended conditions to better achieve a design that is at once complimentary to the surrounding neighborhood, yet bold in making a vibrant architectural statement. The Board expects the planner to work out the details with the architect prior to issuing the Master Use Permit.

The Board was encouraged with the applicant's effort to better integrate the design vocabulary among the architectural design themes, fenestration, color, and modulation techniques. At the Recommendation meeting, the Board agreed that the proposed structure is compatible with the surrounding buildings and takes cues from buildings in the area while maintaining sensitivity to the abutting structures. The use of hardi-pank was sympathetic to the types of façade treatments of the lesser density residential uses. The Board also felt that the design of the Rooftop parapets are designed to help break apart the building's mass. Metal cladding is employed to capture the commercial characteristics within the IC-65 zone primarily along the west façade, north and south stair towers. At either end (north and south façade) of the proposed 95 foot wide structure residential and commercial design elements are now more integrated. The design of the facade

better integrates the commercial with the residential portion of the structure along South Bush Place. The design combines old architectural detailing within a modern context. **The Board was very supportive of the proposed facade improvements and would like to extend the improvements down to the southeast corner's base. At the southeast corner's ground level the exterior wall should incorporate glass and light detailing echoing the stairwell façade to create an attractive and inviting space. Additionally, the applicant was instructed to install glass canopy at the building's southeast corner that is in keeping with residential uses. The applicant was also requested to provide a material and color board prior to publication of decision to DPD.** (*Guidelines A-2, A-5, A-10, B-1, C-1, C-2, C-4, & D-2*)

The Board agreed that the west façade achieved an architectural compatibility to the adjacent commercial buildings. Above the two-story partially exposed concrete garage level, the design features vertical metal panel with well positioned horizontal accent hardi-panel siding located at the ends of the U-shaped upper level. The west façade's window treatment will feature a variegated modernized commercial presence to create visual interest for its tenants and surrounding properties, including the occupants of the Landmark Black Manufacturing Building. The mid-to-upper levels of the black building will look down onto courtyard. The building now modulates more dramatically from the west perspective. The updated design proposes to use low concrete walls, glazing, and textured wall panels to create a vertical and horizontal pattern to break down the mass of the proposed building. (*Guidelines A-2, A-5, B-1, C-1, C-2, C-4, & D-2*)

The Board strongly supported the proposed east elevation's presentation to the lower residential density zone. The proposed design establishes punctuated bays at the lower level of varying widths. Along the Hiawatha frontage (east façade) mid-sized round windows are proposed to be placed within these bay features to increase transparency. Above the bays on the upper level usable, residential decks open out onto the street frontage. Oriented horizontally, the hardipank siding will be used to simulate materials found within the residential zone. This fosters a better connection between the proposed structure and the residential structures nearby, and creates additional opportunities to enliven the pedestrian experience along Hiawatha through the use of colors to accentuate the entry. The single residential entry to the apartment is located at the building's mid-point on Hiawatha Place with pronounced bookend bay feature on either side of the entry point. Therefore, **the Board recommended that the applicant provide lighting plan to demonstrate security at pedestrian egress points.** (*Guidelines A-5, A-6, A-7, B-1, C-1, C-2, C-3, C-4, D-1, & D-7*)

The Board would like careful attention directed towards creating a more pronounced experience in the residential open space environment. The courtyard is proposed to be designed to feature outdoor rooms in and around permanent planter boxes of varying sizes to create intimate spaces for individuals or groups. Located within these intimate rooms would be lounging areas for eating, socializing, and playing recreational games. A central focal landscaped area would either contain a sculpture or monumental plants. The (open space) courtyard would be oriented towards the west on the parking roof deck. No landscaping is proposed for the wood frame structure on the two upper level roof decks. During the meeting the precise design detail and layout could not be articulated, so the Board instructed the design team to provide additional detailed illustration for the roof decks. Therefore, **the Board recommended that the applicant increase landscaping and amenities (lawn furniture, etc.) on the two upper level roof gardens.** (*Guidelines A-7, C-4, D-1, & E-2*)

The Board supported the applicant's proposal to better achieve a landscaping design that is at once complimentary to the surrounding neighborhood, yet creates attractive and inviting areas. The applicant proposes to have three levels of open spaces, of which, two would be landscaped. Ground level landscaping would provide a visual frame for the structure to create visual interest and soften the building's edge. Within the right-of-way additional landscaping would help shape the landscaped context for the development site. The mid-level courtyard is proposed to feature significant amounts of vegetation creating luxurious and inviting spaces for residential tenants. (*Guidelines A-7, A-10, C-3, D-1, & E-2*)

The Board was encouraged with the applicant's effort to minimize or eliminate vehicle, bicycle, and pedestrian conflicts within the within the right-of-way. The updated design proposes to widen the alley by 2 feet as required by Code and street landscaping to increase site readability. It is anticipated that vehicles accessing the site from the alley to South Bush Street will be traveling at a rate of speed which will reduce conflicts with bicyclist accessing the 1-90 bike trail. Street improvements have been designed to meet SDOT approval. (*Guidelines A-8, A-10, C-5, & D-7*)

Departure Analysis

The Board noted that it was apparent that the applicant's intention to integrate a mixed use building with 97 residential units and three (3) live-work units achieved a level of design that established a sense of place with subtle architectural manipulation to fit within the Jackson Park neighborhood. The design has accomplished lessening any potential pedestrian, bicycle, and vehicle conflicts along Hiawatha Place South and South Bush Place. Further, it reinforces the pedestrian importance upon the streetscape which is a primary objective in this neighborhood. Vehicle access to the development site will be channeled along Hiawatha then turn onto South Bush, and then into the alley approximately 100 feet from the intersection. Across South Bush Street is an expansive green space which is a part of (I-90) Sam Smith Park. To further calm and soften the building's edges quality landscaping at street level is proposed with overhead weather protection and a bench to be enjoyed by the public. (*Guidelines A-2, A-5, A-10, D-2, & E-2*)

- i. 30% of Residential Open Space is required to be Landscaped when located on Rooftops or on top of below grade garages (SMC 23.47.024.B.6)

Minimum residential open space is required to be 20% of gross floor area devoted to residential use. Of the required open space area, 30% is required to be landscaped which is equivalent to 3,972 square feet. The applicant proposes dedicating approximately 2,156 square feet of landscaping on the roof decks, which translates into 16.3%. The applicant is requesting the reduction to minimize weight and water related impacts to the upper level wood-framed structure. In exchange for a reduction in landscaped area earmark for open spaces, the design team will incorporate quality design and well appointed plant beds and lawn furniture. The open spaces will feature outdoor rooms to distinguish semi-private spaces for tenants to recreate and relax. The Board noted the adjacent park and design amenities as contributing factors in their analysis of assuring a quality experience in the open space environment. The proposed open space location will allow direct exposure of light from mid-morning to late afternoon depending on the season. The Board agreed that the landscaping on the upper level, mid level, and at grade

achieved a balance to soften the hard edges with lush plantings to temporally transport visitors to a relaxing garden experience. However, the Board noted that additional opportunities to establish a greater green presence on the upper level were needed to create a more attractive and inviting green open space. **The Board recommended that the applicant should redesign the upper level roof garden with fine nuanced design elements to enhance the recreational experience including plants, lawn furniture, and architectural detail.** (A-7, C-3, E-2)

ii. Landscaping for New Construction (SMC 23.47.016.B)

Five (5) percent of the lot area is required to be landscaped for new construction that is visible from the right-of-way. The development site comprises a land area of approximately 28,420 square feet that would require a set aside of 1,450.4 square feet for landscaping. The applicant has revised the proposed square footage for landscaping at grade visible to the public. The proposed amount is in excess of the required amount. During the recommendation meeting, the Board requested additional amenities at the building's southeast corner to provide opportunities for social interactions with the placement of benches to create a rest area under an overhead glass canopy which shall be carried out. If this request results in the landscaping area falling below the required threshold, then this departure request will guarantee the project to move forward. One of the intended purposes of the Board, with this recommendation, is to create greater opportunities for social interactions with neighboring properties and inhabitants or visitors to the development site. (A-2, A-8, C-3, C-5, E-2)

The four Board members present recommended that the design should be approved with the refinements noted to be worked out with DPD. In particular, the building's southeast corner needed to provide an attractive space to entice social interaction year round. Quality of landscaping in the open space environment was of similar importance to the Board. The scale of the structure should be minimized with well design and appointed open spaces. The Board also recommends approval of all the requested departures as stated in the departure matrix. Thus, the project should move forward as designed.

Summary of Departures

| Development Standard | REQUIREMENT | REQUEST | JUSTIFICATION | BOARD RECOMMENDATION |
|-------------------------------------------------|----------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Open Space landscape requirements 23.47.024.B.6 | 30% of open space is required to be landscaped = 3,972 sq. ft. | 3,874 sq. ft. (29.3%) | Wood frame could become compromised with meeting landscaping standards on the upper level roof decks, additional enhanced landscaping will be feature on the lower levels. | Approved |
| Landscaping for New Construction 23.47.016.B | 5% of the total lot area = 1,450 sq. ft. | Less than 1,450 sq. ft. | Wood frame could become compromised with meeting landscaping standards on the upper level roof decks, additional enhanced landscaping will be feature on the lower levels. | Approved |

Summary of Boards' Recommendations:

The recommendations summarized below were based on the plans submitted at the January 10, 2006 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings submitted for review on September 26, 2005. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the three Design Review Board members recommended approval of the subject design with conditions. Two departures were requested and approved with one being eliminated by the applicant by meeting Code standards. The Board made the following recommendations. (Authority referred to in letter and numbers are in parenthesis):

1. The Board was very supportive of the proposed sidewalk improvements with focused attention adjacent to the intersection of Hiawatha Place South and South Bush Street. At the base of the building's southeast corner, glass and light detailing echoing the stairwell façade or similar design techniques should be incorporated into the design to create an attractive and inviting space for both visitors and tenants. (*Guidelines A-2, A-6, A-10, C-3, D-2, D-7, & E-2*)
2. Introduction of a lighting scheme to insure a sense of security at all pedestrian entry areas. The applicant shall provide a lighting plan to demonstrate security during the evening hours at ingress/egress points. (*Guidelines A-6, C-1, D-1, & D-7*)
3. Applicant should install glass canopy at the building's southeast corner that is in keeping with residential uses to create a greater synergy with surrounding uses. Underneath this canopy a bench is proposed to invite and encourage social interaction spaces. (*Guidelines A-10, C-3, & C-4*)
4. Redesign upper level roof garden with fine nuanced design elements to enhance the recreational experience including plants, lawn furniture, and architectural detail. (*A-7, C-3, E-2*)

Director's Analysis and Decision : Design Review

The design of the new building (containing 97 residential apartment units and 3 live-work units) is in scale, proportion and materials, but reduces the appearance of bulk through use of rhythmic modulation techniques, color palette, and rooftop elements with like buildings. The design of the proposed structure has been influenced by the surrounding vernacular with modern touches to provide visual interest that seeks a sense of individuality. Among other architectural features the east façade picks up on horizontal siding, balconies, and fenestration typical for residential uses in and around the area. The west façade takes on a more industrial look that is influenced in form by the adjacent Landmark 'Black Manufacturing' building. The windows on the west façade are of various sizes and shapes and appear to be splashed on the (metal siding) canvas to create a visually stunning facade. The proposed building establishes a strong street presence along this stretch of Hiawatha Place through its proposed footprint on a site that is approximately 290 feet in length with a depth of 98 feet. As viewed from the street frontages, the proposed four

(4)-story building will read as a residential building. The south façade features three live-work (commercial) units with separate entrances. The commercial windows extend upwards from grade to the live-work's mezzanine level. This façade is further enhanced with the presence of one of two exterior (bookend) stairwells featuring the similar splash of windows found on the west exterior wall. This façade is truly inspired, striking a balance through the use texture, modulation, and playful mixing of materials to achieve compatibility with neighboring uses. The facade will maximize windows both horizontally and vertically at both street levels to enhance the pedestrian experience along Hiawatha Place South and South Bush Street. Metal overhead canopies are proposed over every pedestrian entry to create readability along the streetscape to stimulate visual interest and provide protection from inclement weather. The façades will feature an array of colors around the windows to add subtle depth upon the façade, and breakdown the building's mass. Modulated bay portions of the structure, stepping approximately four feet to the property line will vary in height to help scale the building down along Hiawatha Place. On top of these bay features balconies will be installed to serve individual units. The structure's bulk and scale will have a good relationship with surrounding properties of similar sized lots due to in part to the modulated facades and alignment and design of the parapets on the roof.

The open space plaza courtyard (at mid-level) and upper level open space roof gardens are designed to provide active and passive areas for tenants to relax and interact. A few areas may be considered as outdoor rooms, providing a level of privacy through placement and arrangement of fixtures and surface floors materials. To activate the two upper level open space areas additional landscaping is encouraged. The Board was also very supportive of the applicant's response to activate the street corner with the proposed canopy and bench installed at the building's southeast corner, adjacent to the sidewalk, to create opportunities for social interaction and a place to rest. Overall, the Board supported the proposal, with several conditions noted to address minor lapses. In all cases the Director of DPD affirms the Board conclusions and will support proposed conditions.

The Director of DPD has reviewed the recommendations and conditions of the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings*. The Director **APPROVES** the subject design consistent with the Board's recommendations above. This decision is based on the Design Review Board's final recommendations and on the plans submitted at the public meeting on January 10, 2006 and the plans on file at DPD. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented in the plans submitted to DPD on May 13, 2006 in response to the outcome of the January 10, 2006 meeting.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated May 13, 2005) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers’ vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Historic and Cultural Preservation

Construction of the proposed four-story residential and commercial building will be adjacent to the Black Manufacturing Building, a historic Seattle landmark building that was constructed around 1914. In accordance with the *Department of Planning and Development – Department of Neighborhoods Interdepartmental Agreement on Review of Historic Building during SEPA Review*; the planner referred potential impacts upon adjacent landmark structures approval to the Historic Preservation Officer. The Historic Preservation Officer evaluates criteria for determining impacts of construction, architectural design, and siting upon historic landmark structures (in response to the SEPA Historic Preservation Policy (SMC 25.05.675.H.2.d)). The review of the information associated with the impacts to the existing Black Manufacturing (addressed 1130 Rainier Avenue) did not warrant further mitigation in the architectural design of the project, as determined by the Landmarks Preservation Board, (LPB 424/05) in a letter dated October 12, 2005.

Traffic

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during earth moving activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The excavation of the lower levels will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

It is expected that most of the material will be removed from the site to excavate for the below-grade garage. During excavation a single-load truck is expected to be utilized which will hold approximately 10 cubic yards of material. This will require approximately 1,189 truck loads to remove approximately 11,890 cubic yards of material. In order to limit this negative impact as much as possible, a Truck Trip Plan will be required and approved by SDOT prior to issuance of a building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials, and include a limitation of truck trips during peak hours, which are from 7 AM to 9 AM and 4 PM to 6 PM.

Noise

Most of the initial construction activity including demolition, excavation, foundation work, and framing will require loud equipment and will have adverse impacts on nearby residences. The protection levels of the Noise Ordinance are considered inadequate for the potential noise impacts on the nearby residential uses. The impacts upon residential uses would be especially adverse in the early morning, in the evening and on weekends. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B) allow the reviewing agency to limit the hours of construction in order to mitigate adverse noise impacts. Pursuant to this policy, and because there are residences in the vicinity, the applicant will be required to limit construction hours. Demolition and construction activities taking place within an enclosed structure, which meet the standards of the Noise Ordinance, are allowed. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Air and Environmental Health

Given the age of the existing structures on the site, it may contain asbestos, which could be released into the air during demolition. The Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, federal law requires the filing of a demolition permit with PSCAA prior to demolition. Pursuant to SMC Sections 25.05.675 A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit, if necessary. So conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The proposed four-story project will rise to approximately 46 feet (adjusted height: sloped lot bonus & 4 foot for mixed use) to the top of the roof deck from the lowest elevation grade along the north and south exterior walls. The proposed building will terrace down in keeping with a development site that slopes downward from east to west. From the east side perspective where the lower residential density (L-1) is located the structure will reach a maximum height of 44 feet with parapets extending additional 4 feet. Along this façade the structure features a playful array of modulated bays to effectively break down the building's mass. To further mitigate height impacts in this residential area, the topography slopes upward 20 feet within 100 feet east of Hiawatha. To the west (across the alley) and south (across South Bush) the zone changes to Industrial Commercial with a height limit of 65 feet (IC-65).

The adjacent lots contain one and two-story structures that are considerably undersized for the zoned height and would be prime candidates for redevelopment, except for the two-story 'Black' Building. The proposed structure will be the largest building in the immediate area, as would otherwise be allowed by code. New development of similar sized structures is currently under review one block north on the west side of Hiawatha. The proposed building's perimeter façade is designed to hold the horizontal line of the abutting buildings to scale its presence along the streetscape. The site is a corner lot, with adjacent building stepping down on either side. Across South Bush Street right-of way, approximately 60 feet away (minimum) is the Judge Charles M. Stokes Overlook, a portion of the Sam Smith Park, which provides green space to the south thus minimizing height impacts. The proposed project is being developed to NC3R-40 standards, as allowed by the Land Use Code, and is thereby in keeping with the scale of the potential of the zone as well as that of several existing structures in the vicinity.

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that *"the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections 23.60.060, and 23.60.220, and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."*

In addition, the SEPA Height, Bulk and Scale Policy states that “(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.” Since the discussion in the previous paragraph indicates that there are no significant height, bulk and scale impacts as contemplated within this SEPA policy, and since the Design Review Board approved this project with conditions, no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Traffic and Transportation

An overview of traffic impacts was prepared by The Transpo Group, in a memorandum dated May 10, 2006. The Institute of Transportation Engineers (ITE, 7th Edition) Trip Generation Manual was consulted in deriving figures for the proposal. It is estimated that the project, upon completion, will generate approximately 670 average daily trips (at a rate of 6.72 per unit), including 51 trips in the AM peak hour and 62 PM peak hour trips (ITE manual). Based on destination data (home-based work origin and destination) from the City’s Transportation Concurrency program vehicle trip distribution would be heaviest (45% of the daily trips generated by the proposal) upon South Dearborn Street towards downtown and Interstate – Five. Rainier Avenue South, both north (25%) and south (20%) bound combined, would experience on average 45% of the proposals daily trips. The net PM peak hour impacts in the immediate area would add 44 trips to Rainier Avenue South north of the site, 12 trips to the south, and 6 trips to bush Place South to the east. At these levels additional trips generated by the proposal would not have a significant adverse impact on neighborhood traffic flow and intersections.

Furthermore, the subject site is expected to generate less traffic due to the proximity of local transit stations. There are also many dining, shopping, educational, health care, entertainment and recreational opportunities within walking/bicycling distance and along the public transit routes. The site has ready access to the South Dearborn, Rainier Avenue South, and South Jackson Street to name a few arterials supporting public transit within walking distance. It is anticipated that South Bush Street will provide the primary pedestrian access way from the development site to transit stations along Rainier Avenue. With South Bush Street closed off to vehicle traffic to Rainier Avenue, Hiawatha will see an increase in vehicle volumes due to site improvements. Primary vehicle access to the subject site is limited; obtain through Hiawatha Place from South Dearborn to the north of the subject site. On and off-ramps to Interstates Five (I-5) and Ninety (90) are approximately within seven minuets from the development site. The amount of traffic expected to be generated by 100 (97 residential & 3 live-work) units will increase traffic volumes but will be within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be under capacity. Parking can be found during the daytime and evening hours. One hundred and twenty-seven

(127) off-street parking spaces will be provided on-site for the new use. Residential parking will be at a ratio of 1.26 spaces per each unit which meets code requirements and is expected to accommodate parking demand most of the day. Available on-street parking abutting the subject site will be unaffected by the proposal that takes access from the alley.

On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking that might be generated from the proposed uses, if any actually occurs. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

The owner/applicant shall update plans to show:

Non-Appealable Conditions

1. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.

2. Embed colored elevation and landscape drawings into the MUP and building permit drawings.
3. Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

Prior to Issuance of MUP

5. Revise plan set illustrating the base of the building's southeast corner, contains glass and light detailing echoing the stairwell façade or similar design techniques to create an attractive and inviting space for both visitors and tenants, subject to DPD approval.
6. Submit a lighting scheme to insure a sense of security at all pedestrian entry areas. The applicant shall provide a lighting plan to demonstrating glare impacts on neighboring properties, subject to DPD approval.
7. Redesign glass canopy at the building's southeast corner that is in keeping with residential uses to create a greater synergy with surrounding uses. Underneath this canopy install a permanent bench to invite and encourage social interaction spaces, subject to DPD approval.
8. Redesign roof garden with fine nuanced design elements to enhance the recreational experience including plants, lawn furniture, and architectural detail, subject to DPD approval.

Prior to Issuance of Construction Permit

4. Complete pre-dedication process with SDOT.

After Issuance of Building Permit and Prior to Groundbreaking

5. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

SEPA CONDITIONS

Prior to Issuance of Construction Permit

The owner(s) and/or responsible party(s) shall:

6. The owner(s) and/or responsible party(s) shall submit a copy to DPD of any required PSCAA Demolition Permit(s).

7. Submit a Truck Trip Plan to be approved by SDOT prior to issuance of a building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials, and include a limitation of truck trips during peak hours, which are from 7 AM to 9 AM and 4 PM to 6 PM

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

8. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature to allow low noise exterior work (e.g., installation of landscaping) or to allow work which cannot otherwise be accomplished during the above hours upon submittal of a noise mitigation plan and after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.

Signature: (signature on file)
Bradley Wilburn, Land Use Planner
Department of Planning and Development
Land Use Services

Date: May 25, 2006